

Remote Roads and Trails Project Evaluation Criteria

Standards	Scoring Criteria				
	(5)	(3)	(0)	(-3)	(-5)
1. Economic benefits following construction. Weighting: 4	Supports economic benefit; endorsed as an economic development project by regional governmental agency or representative group.	Supports capacity or new access specifically built to support regional or local industrial, commercial or resource development	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	N/A	N/A
2. Health and quality of life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 5	This project provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project provides a moderate contribution to improved health or quality of life, or reduces or removes an existing negative factor.	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
Examples: Access to basic sanitation = 5; dust control = 4; 5; access to medical facility = 3.					
3. Safety. Weighting: 5	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Less than 5% of project addresses safety.	N/A	N/A
4. Improves intermodal transportation or lessens redundant facilities. Weighting: 2	Greatly improves the connectivity between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves the connectivity between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode.	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode.	Greatly decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode.

Remote Roads and Trails Criteria (continued)

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5. Local, other agency or user contribution to fund capital costs . Weighting: 2	Contribution of state match, design, right-of-way, and/or materials totals 25% or more of project cost.	Contribution of state match, design, right-of-way, and/or materials: 1 point per each 5% of project cost.	Contribution covers no capital costs; contributes nothing.	N/A	N/A
6. Local, other agency or user contribution to fund M&O costs . (For non-DOT or DOT unsuited to long-term ownership). Commitment must be in writing before points will be assigned. Weighting: 5	Sponsor will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost.	Sponsor will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost.	Sponsor contributes nothing. Continued sponsor ownership & operation of locally-owned facility = 1 pt.; And results in significant local maintenance savings = 2 pts.	N/A	N/A
7. Departmental M&O priority (Use for DOT&PF facilities.) Weighting: 5	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority.	Not an M&O priority; would increase M&O costs moderately.	Not and M&O priority; would increase M&O costs significantly.
8. Public support . Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project; and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.
9. Environmental approval readiness Weighting: 2	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft documents circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.

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10. Will project provide new and/or improved access to the noted uses: water sources, landfills, sewage lagoons/honey bucket sites, health care, airports, subsistence sites, or river/ocean access? Weighting: 5	New access to two or more uses = 5.	New access to one = 3; Improved access to two or more = 2; Improved access to one of listed uses = 1.	None of uses listed.	N/A	N/A
11. System preservation. Weighting: 3	Major purpose of project is to extend the life of existing facility by 10 or more years.	Secondary purpose of project is to extend life of existing facility by 10 or more years.	Preservation is not significant purpose of the project.	N/A	N/A
12. Is this a joint project with ADEC, BIA or PHS? Weighting: 4	Yes.	N/A	No.	N/A	N/A
13. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	N/A	N/A

Total Weight = 47